

ment on the part of operators—in some instances appeals for settlement—were wholly unavailing. The dominant groups among the operators were insistent on having district agreements; the dominant mine workers were demanding a Nation-wide settlement. The Government, being without authority to enforce a strike settlement in the coal industry, could only volunteer its good offices in finding a way of adjustment.

Accordingly, a conference of the Coal Operators Association and the general and district officials of the United Mine Workers was called to meet in Washington on July 1. The designation of representation was left to the officials of the various organizations, and there was nation-wide representation, except from the non-union fields of the country. Before the joint meeting, the expressed the deep concern of the country and invited them to meet at a conference table and end the disputes between them. The conference did not develop even a hope. The operators were asking for their district or territorial conferences. The mine workers demanded national settlement on old bases.

Appraising correctly the hopelessness of the situation I again invited both operators and workers to meet with me, and tendered a means of settlement so justly inspired that it was difficult to see how any one believing in industrial peace and justice to all concerned could decline it.

In substance, it called on the operators to open their mines, on the mine-workers to resume work at the same pay and under the same working conditions as prevailed at the time the strike began. In turn, the Government was to create at once a Coal Commission, or two of them, if preferred by all parties to the dispute, so that one could deal with the bituminous situation, the other with the problems in the anthracite field.

Among the commissioners were to be representatives of the operators, representatives of the mine workers and outstanding disinterested and able representatives of the American public. The commission was to be instructed to direct its first inquiry to the rate of wage to be paid for the period ending next April and then to enter upon a fact-finding inquiry into every phase of the industry and point the way to avoid future suspensions in production.

The disputants all indorsed the suggestion of a fact-finding commission. The anthracite operators promptly accepted the entire proposal. The mine workers refused to resume work under the arbitration plan. The majority of the bituminous operators filed an acceptance, but a considerable minority declined the proposal.

At every stage, the government has been a just neutral regarding wage scales and working conditions. There are fundamental evils in our present system of producing and distributing which make the wage problem difficult. In the bituminous coal fields, the vast majority of the operators are not in the country's needs, and there are 200,000 more mine workers than are needed to produce in continuous employment the country's normal requirements. By continuous employment, I mean approximately 250 working days in the year.

In many instances last year, men were employed less than 150 days. In the over manned sections men divide the working time, and high wages are necessary to meet the cost of the barest living.

Interrupted transportation, sorely broken employment, the failure to develop storage against enlarged demands and inadequate carrying—all these present problems bear on righteous wage adjustment, and demand constructive solution.

Because of these things, because of the impressions of many cases of unjustifiable profits in the industry, and because public interest demands investigation, and demands the finding of facts to be given to the public, I am asking you to create the authority to create a commission to make a searching investigation into the whole coal industry, with provision for its lawful activities and the bestowal of authority to reveal every phase of coal production, sale and distribution. I am speaking here on behalf of mine workers, mine operators and the American public. It will bring protection to all and point the way to continuity of production and the better economic functioning of the industry in the future.

The necessity for such a searching national investigation with constructive results is imperative. At the moment the coal fields are clearing, but unless we find a cure for the economic ills which affect the industry and therein find a basis for righteous relationship, we shall be faced with a like menacing situation on next April 1 on the expiration of the wage contracts which are now being made.

The need for such investigation and independent consideration is revealed by both operators and mine workers in the provision in the Cleveland agreement so recently made. The Government will gladly co-operate with the industry in this programme so far as it is the public interest so to do, but I have an unalterable conviction that no lasting satisfaction or worth-while results will ensue unless we may have a Government Commission, independent of the industry, clothed with authority by the Congress to search deeply, so that it may advise as to fair wages and as to conditions of labor and recommend the enactment of laws to protect the public in the future.

The almost total exhaustion of stocks of coal, the crippled condition of the railways, the distressed situation that has arisen and might grow worse in our great cities due to the shortage

of anthracite, the suffering which might arise in the Northwest through failure to meet winter needs by lake transportation, all these added to the possibility of outrageous price demands, in spite of the most zealous voluntary efforts of the Government to restrain them, make it necessary to ask you to consider at once some form of temporary control of the distribution and prices.

The Administration earnestly has sought to restrain profiteering and to secure the rightful distribution of such coal as has been available in this emergency. There were no legal powers for price control. There has been cordial co-operation in many fields. A fine revelation of business conscience among the public has been demonstrated by the distribution of coal to those who preferred to contribute to national welfare rather than to profit by a Nation's distress.

If it may have your approval, I recommend immediate provision for a temporary national coal agency, with needed capital to purchase, sell and distribute coal which is carried in interstate shipment. I do not mean that all interstate coal shall be handled by such a Federal organization; perhaps none will be necessary, but it will restore its capital to the public treasury and will be the instrumentality of guarding the public interest where private conscience is impossible to the public need.

This proposal does not relate to any possible employment in interstate shipments. Price restraint and equitable distribution in interstate shipments is a responsibility of the State's own government. In such voluntary activities as have been carried on thus far, the Federal Government has endeavored to re-establish the authority and responsibility in the States which was undermined in the necessary centralization of authority during the World War.

The public menace in the coal situation was made more acute and more serious at the beginning of July by the strike of the Federated Shop Crafts in the railroad service—a strike against a wage decision made by the Railroad Labor Board, directly affecting approximately 400,000 men. The justice of the decision is not for discussion here. The decision has been lost sight of in subsequent developments.

In any event, it was always possible to appeal for re-hearing and the submission of new evidence, and it is always a safe assumption that a Government agency would be quick to make right any wrong.

The Railroad Labor Board was created by Congress for the express purpose of hearing and deciding disputes between the carriers and their employees, so that no controversy would lead to an interruption in interstate transportation.

It was inevitable that many wage disputes should arise. Wages had mounted upward, necessarily and justly, during the war upheaval; likewise the cost of transportation. So that the higher wages might be paid, it was inevitable that some readjustments should follow. Naturally, these readjustments were resisted.

The administrative Government neither advocated nor opposed. It only held that the Labor Board was the lawful agency of the Government to hear and decide disputes and its authority must be sustained as the law contemplates. This must be so whether the carriers or the employees ignore its decisions.

Unhappily a number of decisions of this board had been ignored by the carriers. In only one instance, however, had a decision challenged by a carrier, been brought to the attention of the Department of Justice, and this decision was promptly carried to the courts and has recently been sustained in the Federal Court of Appeals. The public or the Executive had no knowledge of the ignored decisions in other cases, because they did not hinder transportation.

When these failures of many of the carriers to abide by decisions of the board were brought to my attention, I could not fairly appraise the feelings of the strikers, though they had a remedy without seeking to paralyze interstate commerce.

The law creating the Railroad Labor Board is inadequate. Contrary popular impression, it has little or no power to enforce its decisions. It can impose no penalties on either party disregarding its decisions. It can not halt a strike, and manifestly Congress deliberately omitted the enactment of the compulsory arbitration.

The decisions of the board must be made enforceable and effective against carriers and employees alike. But the law is new, and no perfection of it by Congress at this moment could be helpful in the present threatened paralysis of transportation.

Happily, it is always lawful and oftentimes possible to settle disputes outside of court, so, in a desire to serve public welfare, I ventured upon an attempt at mediation. Those who had preceded me in attempting settlements had made some progress.

I submitted to the officials of the striking employees and the Chairman of the Association of Railway Executives. In writing, on the same day, a tentative proposal for settlement. Knowing that some of the carriers had of-

fended by ignoring the decisions of the board and the employees had struck when they had a remedy without the strike, I felt it was best to start all over again, resuming work, all to agree to abide faithfully by the board's decisions, make it a real tribunal of peace in transportation, and everybody serve the public.

The barrier to be surmounted was the question of seniority. By the workers these rights are held to be sacred, and surrendered by a strike. By the carriers the preservation of seniority is the weapon of discipline on the one hand and the reward of faithful employees on the other.

It has been an almost invariable rule that when strikes have been lost seniority and its advantages have been surrendered; when strikes have been settled seniority has been restored.

In the tentative proposal which I sponsored, it was provided that everybody should go to work, with seniority rights unimpaired, so that there should be no discrimination by either workers or carriers against workers who did or did not strike. I realized that the proposal must carry a disappointment to employees who had inherited seniority by staying loyally on the job, and to such new men as had come into the industry for permanent employment, but I wanted the fresh start and maintained transportation service, and I appraised the disappointment of the few to be less important than the impending misfortune to the Nation. It was not what I would ask ordinarily to be considered or conceded, but at that moment of deep anxiety, with the coal shortage gravely menacing, I was thinking of the pressing demands of the welfare of the whole people.

The sacrifice brought to the men involved could be amply compensated for by the carriers in practical ways. I believed that the matter of transcendent importance was the acceptance of the proposal to respect the Labor Board's decisions on the questions which formed the issue at the time of the strike. The public compensation would be complete in guarding by law against recurrence.

The proposal was rejected by the carriers. Though the rejection did not end all negotiation, it left the Government only one course—to call the striking workers to return to work, to call the carriers to assign men to work, and leave the dispute about seniority to the Labor Board for decision. When negotiation or mediation fails this is the course contemplated by the law and the Government can have no chart for its course except the law.

To this call a majority of the carriers responded favorably, proposing to re-employ all strikers except those guilty of violence against workmen or property; to restore the striking workmen to their old old positions where vacant, or to the positions where vacancies are filled; questions of seniority which can not be settled between the employer and employees to go to the Labor Board for decision. The minority of the carriers proposed to assign jobs to workers on strike only where the positions were vacant. Neither proposal has been accepted.

Thus the narrative brings us to the present moment, but it has not included the developments which have heightened the Government's concern. Sympathetic strikes have developed here and there, seriously impairing interstate commerce. Deserted trans-continental trains in the desert regions of the Southwest have revealed the carriers' contempt for law on the part of some railway employees, who have conspired to paralyze transportation, and lawlessness and violence in a hundred places have revealed the failure of the striking unions to hold their forces to law observance.

Men who refused to strike and who have braved insult and assault and risked their lives to serve a public need have been cruelly attacked and wounded or killed. Men seeking work and guards attempting to protect lives and property have been assaulted, humiliated and hindered in their duties.

The importance of the conference may be better grasped when it is realized that the union directly or indirectly participating in the parley represent 2,000,000 rail workers, while the railroad executives represent billions of dollars of invested capital and hundreds of thousands of travelers and shippers.

The union leaders insisted that no effort was being made to coerce the railroad executives into a settlement of the strike. This assurance was given in reply to a rumor that the brotherhoods and other non-striking railroad organizations have come prepared to settle the strike even though it becomes necessary to order a sympathetic walkout to do it.

The heads of the dozen or so rail unions not directly in the conference, but waiting at the local headquarters, explain the unprecedented marshaling of union forces with the statement that "we are merely here on call and have no fixed programme. If they need us for consultation during the conference we are on hand to reply."

This group included Bart M. Jewell, President of the Railway Employees Department of the American Federation of Labor, and head of the shopmen's strike, and J. A. Frankin, of the boiler-makers; Martin F. Ryan, of the carmen; James Burns, Vice President of the steel metal workers; and Ed. Evans, Vice President of the electrical workers. President William H. Johnston of the machinists, another of the striking shopcraft unions, kept in close touch by long distance telephone.

Others at the Hotel Woodstock were Timothy J. Healy, President of the stationary firemen and oilers; D. W. Holt of the signalmen, Edward J. Mantion of the telegraphers, E. F. Grable of the maintenance of way men, Richard Dow, Vice President of the clerks, and J. G. Luberson of the train dispatchers.

The labor representatives in the conference were Warren S. Stone of the engineers, L. E. Sheppard of the conductors, W. N. Doak, representing President Lee of the trainmen, E. H. Robertson of the firemen and T. G. Cashen of the switchmen, all from non-striking unions.

For sixteen months the tariff has been on the calendar of both Houses. Mr. Harding called a special session to consider taxation and the tariff in April, 1921. The Emergency Tariff Bill was passed as a stopgap and it was argued that the new measure would be a "permanent tariff bill," but as both the Senate and House have gone deeper into their tasks and learned more about conditions of the world, the "permanent" has been gradually eliminated until it is doubtful whether the leaders of either house would care to predict that the

proposal is more advantageous to the strikers than that which was said to have been considered yesterday. This gave the ranking seniority to the men who refused to strike, the second place to the men who took the places of strikers, and put the strikers returning to work at the bottom of the list. The leaders at the Woodstock said they would not consider such a proposition, but they might give some attention to a compromise offer.

An indication that the conference

RELIEF FROM HEAT IN SIGHT TO-NIGHT; SEVEN OVERCOME

Thunder Showers to Lower Temperature—Not as Hot as Yesterday.

Relief from the withering heat and the worse humidity was promised by the Weather Bureau to-day.

This afternoon a strong breeze was contending with good effect against the humidity, and it was said that thunder showers are likely to come before night, lowering the temperature and giving a prospect for a comparatively comfortable week-end. A storm warning was issued for small craft.

Following is the record of temperature and humidity taken hourly:

A. M.	Temperature.	Humidity.
8.00	74	93
9.00	75	89
10.00	78	83
11.00	82	76
12.00 Noon	83	69
P. M.		
1.00	84	68
2.00	85	63

Between 11 A. M. and 1 P. M. to-day the situation was considerably improved. The temperature did rise 1 degree, from 82 to 83, but in the same time the humidity dropped from 76 to 66. Yesterday the maximum temperature was 91, and the humidity 83.

Seven prostrations were reported to-day. Mrs. Frances Dye, fifty-five, No. 62 Goodwin Place, Brooklyn, collapsed in front of No. 1627 Broadway, Brooklyn, and was attended by Dr. Weitzman of the Beth Israel Hospital. Later she was taken home.

Robert Tank, twenty-four years old, No. 6 Front Street, Brooklyn, was stricken while on the Atlantic Avenue station of the Interborough. Dr. Frisch of the Jewish Hospital revived him and took him to his home. Angelo d'Antonio, thirty-seven, No. 254 Fourth Avenue, Brooklyn, was overcome while at work in a shoe factory at No. 1 Carlton Avenue. He was taken to his home by Dr. Fried of the Cumberland Street Hospital.

Matteo Rocca, twenty-five, of No. 423 West 12th Street, Manhattan, was found while walking in front of No. 2903 Stillwell Avenue. He was removed to the Coney Island Hospital and his condition was said to be serious.

Eugene Sutherland, thirty-nine, of No. 47 Bryant Street, Brooklyn, was attended at No. 27 Park Place and went home.

Morris Zimmerman, thirty-six, of No. 3 Rutgers Place, was overcome at No. 74 University Place. Sarah Giles, thirty-five, of No. 422 West 51st Street, was overcome at No. 844 Fifth Avenue. She went home after receiving medical attention.

Thousands of the throng hurrying to their offices this morning were noticed showing evidences of distress from the combined heat—which was great at the time—and the humidity.

was discussing the wage question was furnished soon after the meeting was called to order by the appearance before the conference of John G. Walber, Executive Secretary of the Information Bureau of the Eastern Railways.

Mr. Walber is a rail wage expert who was connected with the United States Railroad Administration during the war. Vice President Crowley of the New York Central, who is in charge of operations, was also called to the conference.

The urgency of the negotiations was indicated by the unusual request made by representatives of both sides that newspapers refrain from speculation concerning the parley and thus prevent a possible misunderstanding between the groups of conferees.

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First Photograph to Reach Here Of Gould and Bride on Honeymoon



This is the first photograph to reach this country of Mr. and Mrs. George J. Gould, who are honeymooning at Deauville, France, that well known water place where Continental society is now dispersing. The Goulds were married recently, to the surprise of Mr. Gould's friends. Mrs. Gould is an English woman who appeared on the Broadway stage many years ago as Miss Vera Sinclair. Her beautiful estate at Manorsing Island, Rye, N. Y., is one of the show places there.

TARIFF FIGHT END LEAVES HIGHEST RATES IN 50 YEARS

Not Since the Civil War Has There Been Anything Like It.

By David Lawrence.
(Special Correspondent of The Evening World.)

WASHINGTON, Aug. 18 (Copy-right).—The end of one of the longest tariff battles in American history is here. Coming out of it all is the highest tariff bill since the civil war.

For three or four weeks the bill will be considered by a conference committee of the House and Senate, and while both bodies must finally approve the action of the conference committee before the measure goes to the White House for signature, the chances are there will be relatively few changes in conference and that the debate on the conference report will require only a few days.

Members of both houses are anxious for an adjournment so as to be able to give their undivided attention to the autumn campaign, so the urge for hasty consideration of legislation from now on will mean stepping on the legislative accelerator in earnest.

It cannot be said truthfully that the Republicans themselves are satisfied with the Fordney-McCumber bill, as it will be known in tariff history. Economic conditions throughout the world have been changing with the rise and fall of labor prices since the war.

President Harding's request for power to proclaim new rates, if the new rates shall be found burdensome or inequitable, has been written into the Senate bill and there's a chance that this provision will receive much attention in conference, for there is one school deeper into their tasks and learned more about conditions of the world, the "permanent" has been gradually eliminated until it is doubtful whether the leaders of either house would care to predict that the

For sixteen months the tariff has been on the calendar of both Houses. Mr. Harding called a special session to consider taxation and the tariff in April, 1921. The Emergency Tariff Bill was passed as a stopgap and it was argued that the new measure would be a "permanent tariff bill," but as both the Senate and House have gone deeper into their tasks and learned more about conditions of the world, the "permanent" has been gradually eliminated until it is doubtful whether the leaders of either house would care to predict that the

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An indication that the conference

O'MALLEY SILENT AS HIS TESTIMONY IN INQUIRY ENDS

Smiles on Leaving Grand Jury Room With Books Under Arm.

With reporters excluded from the witness room on orders of District Attorney John E. Ruston of Brooklyn, Edwin J. O'Malley, Commissioner of Markets, was recalled by the Kings County Grand Jury at 10 o'clock this morning in the resumption of the sweeping inquiry into alleged misconduct in his department. The Commissioner had testified for three hours yesterday.

O'Malley was on the stand only a short time this morning. As he emerged he bore the same smile he displayed yesterday, but he refused to comment upon what he had told the jury. He left immediately for his office, carrying with him books and papers he had taken to Brooklyn for reference purposes.

H. Warren Hubbard, First Deputy Commissioner of Markets, followed his chief on the stand, and it was learned later that he made a very good witness. He was examined thoroughly about the conduct of the markets department, with particular reference to the pushcart markets and the fees collected from peddlers. He answered every question put to him with thoroughness, and made no effort at equivocation.

After an hour and a half of his testimony Hubbard was excused and the jury discussed what has transpired since the inquiry started. Adjournment was then taken until Tuesday morning at 10 o'clock. At that time Alexander Malloy, Superintendent of Markets, and John Heller and John P. Reilly, Supervisors in Brooklyn pushcart markets, will be called.

District Attorney Ruston announced this morning that about forty witnesses will be called in the inquiry. This number will include all the supervisors of the sixteen pushcart markets in Brooklyn. The inquiry was originally expected to take at least two weeks, but members of the Grand Jury complained to the District Attorney about the heat and the sessions were shortened to from 10 A. M. to 1 P. M. daily. This means that the inquiry will be longer than was planned.

WEAR FURS IN FRISCO AS MERCURY RECEDES

Trade Wind Causes Sudden Temperature Drop.

SAN FRANCISCO, Aug. 18.—San Franciscoans journeyed to work this morning in overcoats and furs while Easterners suffered the hottest weather of the summer. A steady trade wind from the Pacific sent the mercury tumbling here, the lowest point being 55 and the lowest 24. Other Pacific Coast cities were warmer, however. Los Angeles reported 76 degrees, while at Seattle the mercury climbed to 80, San Diego reporting 72.

Occasionally a straw hat or filmy crepe de chine could be seen here, but as a rule the heavier garments of winter predominated.

MANY BOATS HUNT JETTISONED BOOZE

Fifty Cases of Scotch and Champagne Sought.

MAGNOLIA, Mass., Aug. 18.—An armada of craft of many designs to-day continued its patrol of the ocean lane between Magnolia Point and Coolidge Point in the hope of seizing from the billows one or several of fifty cases of Scotch whiskey and French champagne. According to the crew of the sloop Hawk, the liquor was thrown into the sea last Monday from a motorboat as it fled from a police boat. The booze is alleged to have been brought by the Hawk from St. Pierre, Miquelon.

Since the casting of the cases upon the waters, crews of an ever increasing fleet have piled their vessels through the waters, which are not deep at this point. The alcohol supposedly lies within a half mile of Crescent Beach, a resort near here.

Official Voting Coupon.

This Coupon Entitles the Holder to Cast One Vote for the Most Popular Man in Greater New York, or One Vote for the Most Beautiful Woman, Who, on Sept. 11, 1922, at the

MARDI GRAS FESTIVAL AT CONEY ISLAND

Will Be Crowned KING AND QUEEN

1922 Coney Island Mardi Gras Revue Week of Sept. 11.

I vote for.....for King (or Queen)

Contest Closes 12 Noon, Sat., Sept. 2, 1922.

W. F. Mangels President

Mail Votes to EVENING WORLD MARDI GRAS EDITOR, P. O. BOX 247, CITY HALL STATION, NEW YORK, NEW YORK.

Or votes may be handed in at The World's various branches: Corner, 419 E. 14th st., near Third ave.; Upper, 1231 Broadway, corner 34th st.; Harlem, 322 Seventh ave., near 133d st.; Hotel Theresa Building, Brooklyn, 528 Washington st., and Flatiron Building, Fifth Ave., New York.

Do not vote for both King and Queen on this ballot. Vote for only one candidate. If you use ballot for King and Queen it will be destroyed.

(See Story on Page Eight.)

KILL PAYMASTER AS CROWD IS HELD AT BAY WITH GUNS

Armed Robbers Escape in Baltimore Street After \$6,750 Hold-Up.

BALTIMORE, Aug. 18.—William B. Norris, forty-two, Secretary-Treasurer of the Hicks, Tase & Norris Company, contractors and builders, was instantly killed and Fred W. Keuthe, a bookkeeper for the firm, was seriously injured to-day by armed robbers after leaving the Commonwealth Bank here. Norris and Keuthe were on their way to the company's office, less than two blocks away, with a handbag and tin box containing \$6,750, the company's payroll.

Passengers on a crowded John Street car and scores of pedestrians who ran to their assistance were held at bay with revolvers by the robbers until a big touring automobile, in which there were three men, came along. The tin box and satchel were tossed into the machine, which sped on Madison Street and disappeared. A spectator succeeded in obtaining the number of the machine.

BRAZIL FLYERS OFF FOR SOUTH

Expect to Reach Nassau or Miami by Night.

ELIZABETH CITY, N. C., Aug. 18.—Despite unfavorable weather conditions, the seaplane Sampson Correlia, in which Lieut. Walter Hinton is flying from New York to Rio de Janeiro, left Manteo this morning for the second leg of the long trip. Hinton said he expected to reach Nassau or Miami before night.

The start from Manteo, where the plane landed late yesterday, was made at 10 A. M., after the air cruiser had waited throughout the morning for the clearing up of thick weather along the shore line to the south.

Loft Candy

Notwithstanding Our Persistent Advertising

there are many New Yorkers who do not know that LOFT QUALITY is the finest money will buy in the candy market. Rigid comparisons are the most convincing arguments.

Advt. on Page 7

DIED.

DORLIN.—LOUIE CAMPBELL FUNERAL CHURCH, Friday, at 1 P. M.
BRYNER.—ANITA J. CAMPBELL FUNERAL CHURCH, Sunday, 9th st., Friday, 11 A. M.
MORTON.—ADA CAMPBELL FUNERAL CHURCH, Friday, 9:45 A. M. Auspice Actors' Fund.

WHELAN.—MARY C. CAMPBELL FUNERAL CHURCH, Friday, 10 A. M.

FUNERAL DIRECTORS.

THE FUNERAL CHURCH
America's New Burial Custom
Call Columbus 8200
FRANK E. CAMPBELL
The Funeral Church
(Incorporated)
Broadway at 66th St.

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